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**THE CHINA MAIL.**  
THE POPULAR AND LEADING PAPER.

# The China Mail.

ESTABLISHED 1845.

GOLD MEDAL, PARIS 1875, 1889.  
**JOSEPH GILLOTTE'S PATENT.**  
Of Highest Quality, & Having Greatest  
Durability, are therefore  
CHAMPION.  
The only Award, Chicago, 1893.  
NUMBERS FOR THE YEAR 1900.  
Printed Price, 25c. 12c. 2c.  
In P. P. 50c. 25c. 12c. 2c.  
In P. P. 50c. 25c. 12c. 2c.  
In P. P. 50c. 25c. 12c. 2c.

No. 11,726

號十月十年百九千一英

HONGKONG, WEDNESDAY, OCTOBER 10, 1900.

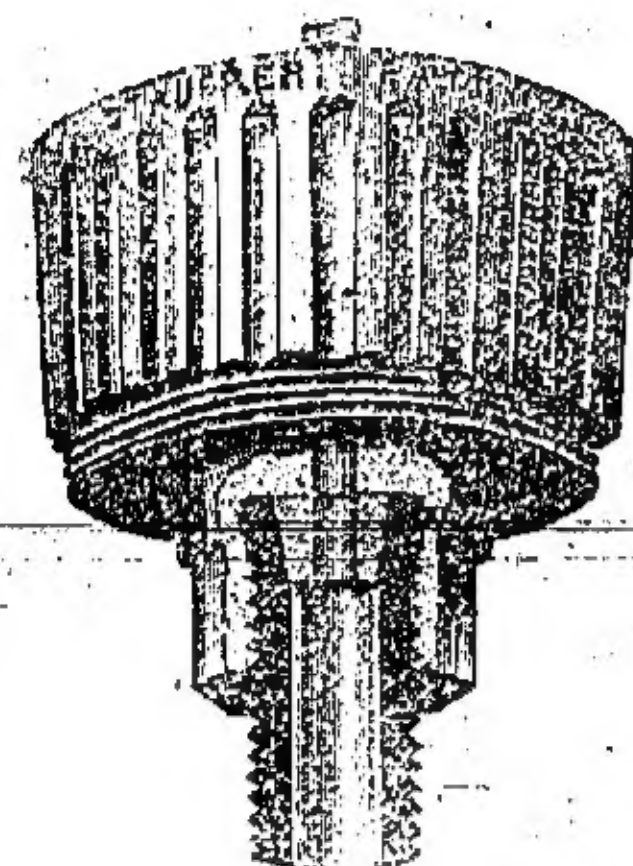
日七十月八閏年子庚

PRICE, \$2.50 Per Month.

## Business Notices.

## W. S. BAILEY & Co.,

Engineers and General Merchants.



Stauffer's Lubricants  
and Lubricators.

Steam and Hand Pumps,

Drilling Machines,

Weston's Chain Blocks,

Engine and Boiler Mountings,

Ship Telegraphs,

Deck and Engine-Room Stores

of every description.

THIS SPACE RESERVED FOR W. S. BAILEY & CO.  
ENGINEERING AND SHIPBUILDING WORKS.

## Peak Hotel.

CITY OFFICE.  
7, DUNDRELL STREET.

HOTEL CRAIGIEBURN

PLUNKETT'S GAP, THE PEAK,  
near the TRAM TERMINUS. Telephone 56.

Apply to the MANAGER. 741

BOARD AND RESIDENCE.  
'GLENWOOD.'  
21 CADZIE ROAD, near the Italian Convent.

Comfortable-Furnished Rooms, Single  
or in Suite.

Mrs. GILLANDERS.  
Hongkong, October 2, 1900. 2010

榮 CHEE WING. 致  
28 & 29, LEE YUEN STREET (WEST),  
HONGKONG.

DRUGGIST  
All Sorts of COPPER, BRASS, STEEL,  
IRON WARE, &c.  
Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 29, 1900. 1227

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the  
TWENTY-SEVENTH ORDINARY  
YEARLY MEETING of the Society will  
be held at its Head Office, No. 4, Queen's  
Buildings, Hongkong, on THURSDAY,  
the 11th October, 1900, at Noon, for the  
purpose of receiving the Report of the  
Directors, together with Statements of  
Account for the year 1899, and for the half  
year ending the 31st June, 1900, and of  
declaring DIVIDENDS, &c.  
The TRANSFER BOOKS of the Society  
will be CLOSED from the 1st to 11th  
October, both days inclusive.  
By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, September 21, 1900. 1957

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY  
GENERAL MEETING of SHARE-  
HOLDERS will be held at the Office of  
the Undersigned at 12 o'clock (Noon), on  
SATURDAY, the 18th Proximo.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 29th Inst.  
to the 18th Proximo, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, September 24, 1900. 1973

THE PUNJON MINING COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FINAL CALL on the ORDINARY  
15 SHARES of this Company of \$1 per  
Share having been made PAYABLE on 4th  
day of August, 1900, Shareholders are  
hereby notified that Shares upon which  
the aforesaid Call remains unpaid are liable to  
be Forfeited, in accordance with the  
Articles of Association of the Company.  
Interest at 10% per Annum will be Charged  
on all Overdue Calls.

W. H. GASKELL,  
Secretary.  
Hongkong, October 4, 1900. 2071

## METZLER

HIGH CLASS ENGLISH PIANOS.

\$450. Payable in one year. Tuning Free.  
Net Cash \$400.



Second PIANOS returned from Hong in good order. Very  
low Prices to make Room for New Stock.

The Robinson Piano Co., Ltd.

Absolutely Guaranteed.

## VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLEVIATING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APPELMENT.

CAMPHENOL.

UNEQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

PROFESSIONAL NOTICE.

DENTON E. PETERSON,  
DOCTOR OF DENTAL SURGERY,  
4, VICTORIA TERRACE, TIENTSIN,  
10, DIS VUEX ROAD CENTRAL, HONGKONG.

DR. PETERSON will return to his  
HONGKONG DENTAL PRACTICE on or  
about October 12th, 1900.

Hongkong, October 9, 1900. 1633

HONGKONG ELECTRIC COMPANY,  
LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified  
that the SIXTH CALL of \$2.00  
(THREE DOLLARS) per SHARE has  
been made and is PAYABLE at the  
Company's Office, No. 4, Queen's Buildings,  
on or before 1st November, 1900.  
Shareholders are requested when Paying  
the above-mentioned Call to send to the  
Company's Agents their provisional Share  
certificates for endorsement.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, September 29, 1900. 2010

HONGKONG ELECTRIC COMPANY,  
LIMITED.

TENDERS are invited for the ALLOT-  
MENT of the UNISSUED BALANCE of  
NEW SHARES (4101 SHARES) DOLLARS  
Five per SHARE Paid-up, PAYABLE on  
the 1st November, 1900.  
Tenders will be received up to the 20th  
of October. No Tenders later par will  
be considered, and the Allotment will be  
made preferably to Shareholders.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, September 29, 1900. 2020

NOTICE OF REMOVAL

MR. A. TACK'S FURNITURE STORE  
will be REMOVED to DIS VUEX  
ROAD, New Praya, opposite the Office of  
the P. and O. S. N. Co., on or about the  
30th Inst.

During the above-mentioned time being com-  
plete, business will not be transacted at the  
new building for two or three weeks, but  
will be resumed at an early date. Custom-  
ers are respectfully requested to call at  
or send communications to Nos. 27 and 29,  
LEE YUEN STREET East, their temporary  
Store.  
Hongkong, September 27, 1900. 1997

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the Agents,  
nor the Owners of the British Str.  
'ADATO,' will be RESPONSIBLE for  
any Debt Contracted by the Officers, En-  
gineers or Crew during the Steamer's stay  
in Hongkong Harbour.

W. H. GASKELL,  
Secretary.  
Hongkong, October 3, 1900. 2043

## Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL  
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,  
BOILER COMPOSITION,  
ENGINE AND OTHER OILS.

ALWAYS KEPT IN STOCK.  
ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., Managers.  
JOHN BROWNELL, Superintendent.

## Shooting Season.

FLANNEL SHIRTS

WHITE AND COLORED.

SHOOTING BOOTS

## Football Season.

BOOTS AND JERSEYS.

Lane, Crawford & Co.



G. H. MUMM & CO.'S

EXTRA DRY CHAMPAGNE.

Agents: SHEWAN, TOMES & Co.,

For Hongkong, Shanghai and Japan.

## HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.  
NEWLY-FURNISHED ROOMS.  
TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

## ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD  
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;  
dovetail absolutely of all distillations matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

## THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully  
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other  
FOREIGN FORMULAE.

SOMERVILLE'S EXPORT AND 'GLENDOUR' WHISKIES.  
PORTSOF HIGHLAND WHISKY (PURE MALT).  
MANILA CIGARS.

Manager, RICHARD FLINT.

FOR SALE.

THE British Barkentine

'BITTERN,' 300 Tons Register.

This handy Vessel is in good sea-going

order and carries a large Cargo on a light

draught of water—well adapted for China

Coast or Burmah Timber trade.

For Particulars, apply to CAPTAIN on

board at Stonecutters Anchorage any day

after 11 a.m.

Hongkong, September 18, 1900. 1935

MUSIO LESSONS.

MR. EMIL DANKENBERG, A. MUS. L. C. M.,

receives Pupils for advanced PIANO-

FORTE PLAYING, HARMONY, and COMPOSI-

TION.

Conches for Examinations.

For Terms, Etc., Apply, at

THE ROBINSON PIANO CO.,

or at

Messrs. LANE, CRAWFORD & Co.,

Hongkong, September 1, 1900. 1831

OLIVERS FREEHOLD MINES, LTD.

NOTICE is hereby given that the B

SHARES, on which the FINAL

CALL of 50 Cents per SHARE has not

yet been PAID, are liable to be FOR-

FEITED unless the said Call be Paid to

the Undersigned at the Office of the Com-

pany, 38 and 40 Queen's Road Central,

Victoria, Hongkong, on or before the 17th

October, 1900.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, October 3, 1900. 2045

NURSERY GOVERNNESS.

WANTED, for a little Girl of 6.

St. Andrews,

Backer Road, Peak.

Hongkong, September 21, 1900. 1939

## Business Notices.

WATKINS'

## AERATED WATERS.

SODA,  
LEMONADE,  
TONIC,  
GINGER ALE,  
SARSAPARILLA,  
KOLA,  
CINCHONA TONIC



SANTHARIS,  
LITHIA,  
POTASH,  
GINGER ALE,  
RASPBERRY,  
ADE,  
Etc., Etc.

PURE AND SPARKLING.

GREEN ISLAND CEMENT CO., LTD.

## Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.  
In bags of 250 lbs net \$3.00 per bag, ex Factory

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed  
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE-CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS.

2035

Pianoforte Tuning, Repairing, Etc.

Having increased our Staff efficiently, we are prepared to receive additional Annual  
or other Tunings, and to guarantee satisfaction. Repairs can also now be undertaken  
with confidence, our new assistants being conversant with the needs of PIANOS in  
a Climate such as Hongkong.

LANE, CRAWFORD & Co.

CHAS. HEIDSIECK'S

## CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry, Gout American)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD)

For Scotch Whisky

HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LIMITED.

SOLE AGENTS:

H. PRICE & Co.,

12, QUEEN'S ROAD.

## W. POWELL & CO.

LADIES' HAT CASES,

CABIN TRUNKS,

GLADSTONE BAGS, Etc.

43, Queen's Road Central.

Hongkong, September 11, 1900.

1517

## MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM

'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,

No. 9, Queen's Road Central,

Entrance by Ice House Street, (New Victoria Hotel).

## HOCKS and MOSELLES.

Direct from and bottled by

DEINHARD & Co., Coblenz.

OPPENHEIMER  
LAOBENHEIM  
NIERSTEIN  
GROACHER (Superior)  
BODENTHAL  
ROCHHEIMER  
STEINWEIN (Black Label)  
SPARKLING MOSELLE (Crown Label)  
SPARKLING HOCK (Crown Label)  
SPARKLING HOCK (Black Label)  
LIEBFAUMLICH

Messrs. DEINHARD & Co. have presented 1,000 bottles of their Sparkling  
Hock to the German troops proceeding to China, which were graciously accepted  
by the GERMAN EMPEROR.

CALDBECK, MACGREGOR & Co.,  
Sole Agents.

Hongkong, September 21, 1900. 1939



## THE CHINA MAIL.

2

## MEMOS FOR TO-MORROW.

Daylight.—Forness leaves for Swatow.  
Meetings.  
N. 10.—Meeting of Shareholders of the Union Insurance Society of Canton, Ltd., at No. 1, Queen's Buildings.  
5.30 p.m.—Meeting of Members of the Kowloon Bowling Club.  
9 p.m.—Meeting of St. Mary Magdalene Chapter.

## General Memoranda.

Friday, October 12.—  
Goods per Steamer not cleared at 4 p.m. subject to rent.  
Goods per Steamer undelivered after 4 p.m. this date subject to rent.  
Saturday, October 13.—  
N. 10.—Meeting of Shareholders of the Union Insurance Society of Canton, Ltd., at No. 1, Queen's Buildings.  
Monday, October 15.—  
3 p.m.—Auction of Crown Land situated at Shau-ki-wan.  
3.15 p.m.—Auction of Crown Land situated at Shau-ki-wan.  
Goods per Steamer undelivered before Noon, subject to rent.  
Goods per Steamer not cleared after this date subject to rent.

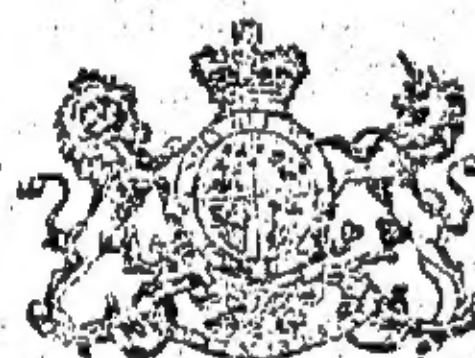
Tuesday, October 16.—  
9 p.m.—Meeting of Persuasive Lodge.  
Wednesday, October 17.—  
Final Call of 50 Cents on B. Shares of the Overseas Freehold Mines, Limited, Ltd.  
Thursday, October 18.—  
N. 10.—Meeting of Shareholders of the China Traders' Insurance Co., Ltd., at the Company's Office.  
Thursday, November 1.—  
Second Call of 50 Cents on the Hongkong Electric Co., Ltd., due.

## Opium Quotations.

HONGKONG, October 10, 1900.  
New Patna, cash, ..... 955  
Old Patna, cash, ..... 960  
New Patna, cash, ..... 960  
Old Patna, cash, ..... 960  
New Patna, cash, ..... 960  
Old Patna, cash, ..... 960  
New Patna, cash, ..... 960  
Old Patna, cash, ..... 960  
New Patna, cash, ..... 960  
Old Patna, cash, ..... 960

## Exchange.

HONGKONG, October 9, 1900.  
On London, ..... 9.00  
On demand, ..... 9.00  
On 30 days sight, ..... 9.00  
On 60 days sight, ..... 9.00  
On 90 days sight, ..... 9.00  
On 120 days sight, ..... 9.00  
On 150 days sight, ..... 9.00  
On 180 days sight, ..... 9.00  
On 210 days sight, ..... 9.00  
On 240 days sight, ..... 9.00  
On 270 days sight, ..... 9.00  
On 300 days sight, ..... 9.00  
On 330 days sight, ..... 9.00  
On 360 days sight, ..... 9.00  
On 390 days sight, ..... 9.00  
On 420 days sight, ..... 9.00  
On 450 days sight, ..... 9.00  
On 480 days sight, ..... 9.00  
On 510 days sight, ..... 9.00  
On 540 days sight, ..... 9.00  
On 570 days sight, ..... 9.00  
On 600 days sight, ..... 9.00



A. S. WATSON & CO.,  
LIMITED.

WINE & SPIRIT MERCHANTS.

RAINIER BEER

PURE, SPARKLING,  
INVIGORATING  
AND  
HEALTHGIVING.

UNDoubtedly THE BEST BEER THAT

HAS EVER BEEN BREWED IN AMERICA.

PRICE

Per Case of 6 dozen Pints.....\$13.50 net.

" 4 " Quarts.....\$13.50 net.

Sole Agents for Hongkong and South

China:

A. S. WATSON & Co.,  
LIMITED.

Established A.D. 1841.

The publication of this issue commenced at 4.50 p.m.

## The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 10, 1900.

[CONTINUED.]

APART altogether from the military situation, questions of general international policy, indemnification for outrages upon the accredited representatives of Foreign Powers, the wanton massacre of European residents in the interior of China and the destruction of mission property and railway and mining plant and material, there are certain aspects of the China question which, in no ordinary degree, the diplomatic resources of the Foreign Powers involved. Not the least of these questions is that of the future status of missionaries in China. Great Britain and the United States, the countries from which the Protestant missionaries are principally recruited, are here face to face with a difficult problem. Under existing treaties, France, probably the most secular, if not the most religious, of all the civilised Powers, stands as the champion of human rights. It is the duty of its share in the advance on Peking; the other Powers may seek to be heard on this important subject of Christian missions in China, for important it undoubtedly is, but whether they like it or not the three Powers already mentioned will be forced to adopt a definite policy, possibly to say the least, in the interests of peace, the missions are to be allowed to push their propaganda for the evangelization of the Chinese. In the last reported debate in the House of Commons on the China question, Sir F. Grey, the mouthpiece of the Imperial Liberals, said: "There is a great deal not only of anti-foreign but of really anti-Christian feeling at the bottom of the present crisis. There is always difficulty connected with missionary enterprise in China, but directly missionaries acquire an official status, or directly the Chinese feel that the Christian converts are causing the communities in which they live, there always will be difficulty and friction." Here then we have a perpetual blinder, one likely to keep the Chinese people in a state of continual irritation. What Sir E. Grey says is fully corroborated by other writers, notably by Lord Curzon, and by many experienced Far Eastern residents. We are not antagonistic to Christian missions. We know, because we have seen much of it, that the missionaries have accomplished good in China, apart from the purely evangelized side of their work. But we cannot shut our eyes to the effect mission work has upon the political intercourse of the nations with China and the Chinese. The case for and against the missions is very fairly stated in Curzon's "Problems of the Far East." After admitting, as every rational man must admit, the excellent educational, medical, and charitable work accomplished by the missionaries, he is obliged to write: "What may be the future of missionary effort it is impossible to predict; but it would be a service of international value could some means be devised not of arresting or diverting but of controlling its operations, which are at present as random as the winds of heaven simultaneously let loose from the 'Bolshevik' of all the Churches in Christendom." There Lord Curzon indicates the statesman's ideal. It is impossible to put a stop to missionary enterprise, so making a virtue of necessity the experienced statesman pleads for judicious control. Even assuming that the present crisis owes nothing to the unsettling influences of Christian teaching in the communal life of the Chinese peasantry, it is a question worth consideration whether it is not desirable, if future disturbances are to be avoided, that the missionaries should be brought under stricter supervision by the Foreign Government concerned. Believing then, as we are called to carry the gospel to the heathen, there will always be found men and women prepared to sacrifice their lives in China, and if only their own martyrdom were concerned, they might be allowed to suffer the penalties of their own fanaticism, but no anti-missionary demonstration can take place in China without, to some extent, lowering foreign prestige and disturbing seriously the even flow of commercial enterprise and foreign policy. For the safety of the many, there seems to be a good case for the supervision of the missions.

But there is one aspect of this question which has escaped public notice. That is the extraordinary duplication of effort in the mission field, and especially in China. The amount of money wasted every year is most enormous. "The money that is subscribed for the support of missionaries and their propaganda exceeds the revenue of many States." Putting out of the question the actual number of converts obtained, rightly or wrongly, by the various sects (for in China, we believe, the real is only now being shown to prepare for a harvest many generations hence), the proportion of the money collected on behalf of foreign missions that ultimately reaches the mission field must be much smaller than most people imagine. In the first place, confining ourselves to the Protestant missions of England and America, there must be nearly fifty points Christian organizations with representatives in China. Each organization has its headquarters management in England or America; then there is the

local station in China, often with subsidiary stations of management; there must be money consumed in maintaining the missionaries while they seek much-needed relaxation at such pleasant seaside resorts as Choofoo or Peitaiho in North China, or Hongkong in South China or Arima in Japan. Then there is the maintenance of missionaries' children in home schools, and the not infrequent forays in Europe or America of the missionaries themselves. In fact, the amount of money spent in management and what may be styled extramissionary expenses must be sadly disproportionate to the amount actually spent on the heathen, and may well cause the charitable to ask whether they are getting value for their money. Much waste could be avoided were the whole of the Protestant missions under one central controlling body. Even so, however, there would still be waste of effort. The Chinaman, as is pointed out by many Europeans at the variety under which the Christian religion is presented to him. The Roman Catholics present more or less of a united front. Protestantism, on the other hand, is as complex and many-sided as the present Liberal party in England. The Chinaman may be pardoned if he hesitates which section to ally himself with. What with Presbyterians, Episcopalians, Wesleyans, Baptists, &c., and the great gap between the Protestants and the Catholics, it is little wonder that the new religion has a perplexing effect upon the Chinese mind. For these considerations, therefore, it would be well if leading officials of the various religious organizations could be persuaded to learn something from the present experience of their predecessors in China and could be brought to see that the best of their Divine Master would be better fulfilled by greater contrivance and the conservation of effort and material. Were the British public to receive a carefully-prepared statement showing the total amount collected for mission work in China, with an enumeration of the various Christian agencies at work there, and an additional statement showing the allocation of these monies, it is more than likely that the future contributions would show considerable shrinkage, and the charitable would devote their money to the equally Christian alleviation of local distress and the evangelization of the heathen at home.

We put these views forward not in any hostile spirit, but as reflecting the opinions of thinking men in the present crisis, and because we believe we foresee difficulties ahead of the Christian missionaries of the future in China.

## LOCAL AND GENERAL.

Notes by the Way.

The storeroom at the Taku, with stores for the fleet.

The inquiry as to the deaths of two females by the collapse of the Taku.

No. 42 Hollywood Road was continued at the Magistrate's this afternoon.

At the Magistrate's to-day, the Chinese soldier, referred to in a paragraph in our issue yesterday evening, was sentenced, by Mr. Hazelland, to imprisonment for seven days with hard labour.

Nothing could be got out of him to indicate to whom, army, he belonged, or where he had come from. His dialect is evidently not known in this district.

He ought to change his Tippet.

Harry Brown, who describes himself as a bookkeeper at the Bayview Hotel, had more liquor than was good for him last night, and doubtless, he is sore over the fact to-day.

He went into the Stag Hotel and abused everybody round about him. He was particularly nasty towards the barmaid and emphasised his disregard for her by blackening one of her eyes with his fist.

His conduct altogether was disgraceful and police assistance was sent for. Sergeant Morrison went down to the hotel and arrested the man.

The prisoner was brought before Mr. Hazelland to-day and was fined \$15 for the assault, and \$10 for disorderly conduct, with the alternative of imprisonment, with hard labour, for a month. The Magistrate remarked that prisoner's conduct was both disgraceful and cowardly. Brown went to jail.

The N. P. steamer 'Goodwin' in U. S. Service.

The N. P. steamer 'Goodwin' left Tientsin for Japan and China on September 16. According to Tacoma exchanges the 'Goodwin' was being loaded with a cargo of lumber for the construction of buildings for the houses of the U. S. troops at Taku.

A Government official who is to superintend the work stated in the press: "The government will build at Taku fifteen storehouses and commissaries. Each building will be 25 by 50 feet and one story high. In addition barracks sufficient to accommodate the force now in China will be erected and some lighters for carrying supplies up the river are to be constructed. The government originally contemplated the construction of thirty storehouses, but for some reason the number was afterwards reduced to fifteen. I expect that the work will require five or six months, but it will be rushed through as rapidly as possible. With the exception of two men that I shall take with me, natives will be employed."

New Engineering and Shipbuilding Works.

Yesterday morning, our representative visited the works of Messrs W. S. Bailey and Coy., to witness the launching of a large cargo lighter, built by the firm to the order of the Green Island Cement Co., Ltd., and designed to carry cement from the Co.'s works at Maee to Hongkong.

The launch was most successful, and Captain Goddard the Owners' Inspector, expressed himself well satisfied with the vessel, which has been completed in the short space of four months. The vessel is 32 feet long by 20 feet beam and will carry 200 tons of cement. The material is laid throughout, with strong iron knees and ample accommodation is provided for the crew. Another lighter of similar dimensions for the same Company, is on the stocks.

The works of Messrs W. S. Bailey and Coy. have a frontage of 50 feet to the deep water of Kowloon Bay, and are bounded in the rear by the main road to Kowloon City. The land was acquired by the firm only twelve months ago, since when the water front has been reclaimed, a sea wall built, and workshops erected and fitted with the most modern appliances for the efficient construction of small vessels and general engineering work.

The main building is a solid structure of brick, 200 feet long and 55 feet wide, with concrete floor and fitted with heavy steam hammer and tools. Two powerful blowers supply air to the iron and brass smelting furnaces, and the machinery is driven by a compound surface-condensing engine of the most economical type. Outside the main building are the boiler-maker's shop, copper-smith's shop, pattern shop, mould loft and store, with Manager's house and offices in course of construction. The firm launched, a few weeks ago, a smart steam launch, the 'Ida', for the Hongkong Steam Launch Coy., and have now four vessels undergoing construction. Two patent slips are shortly to be laid down.

VESSELS AT THE DOCKS.—At Kowloon: U.S. Monitor, Canton; Canton River, Canton.

At Canton:—Stratford, Suisun; Aberdeen, none.

Steamer 'Wine of Cod Liver Oil'.

Surgeon Equilibrium and the many substitutes offered for Cod Liver Oil. The beneficial effect is experienced at once. Sold by all Chemists, Wholesale and Retail from A. S. Watson & Co., Ltd.

Oil of Cod Liver Oil.

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## LOCAL AND GENERAL.

Notes by the Way.

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His conduct altogether was disgraceful and police assistance was sent for. Sergeant Morrison went down to the hotel and arrested the man.

The prisoner was brought before Mr. Hazelland to-day and was fined \$15 for the assault, and \$10 for disorderly conduct, with the alternative of imprisonment, with hard labour, for a month. The Magistrate remarked that prisoner's conduct was both disgraceful and cowardly. Brown went to jail.

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The N. P. steamer 'Goodwin' left Tientsin for Japan and China on September 16. According to Tacoma exchanges the 'Goodwin' was being loaded with a cargo of lumber for the construction of buildings for the houses of the U. S. troops at Taku.

A Government official who is to superintend the work stated in the press: "The government will build at Taku fifteen storehouses and commissaries. Each building will be 25 by 50 feet and one story high. In addition barracks sufficient to accommodate the force now in China will be erected and some lighters for carrying supplies up the river are to be constructed. The government originally contemplated the construction of thirty storehouses, but for some reason the number was afterwards reduced to fifteen. I expect that the work will require five or six months, but it will be rushed through as rapidly as possible. With the exception of two men that I shall take with me, natives will be employed."

New Engineering and Shipbuilding Works.

Yesterday morning, our representative visited the works of Messrs W. S. Bailey and Coy., to witness the launching of a large cargo lighter, built by the firm to the order of the Green Island Cement Co., Ltd., and designed to carry cement from the Co.'s works at Maee to Hongkong.

The launch was most successful, and Captain Goddard the Owners' Inspector, expressed himself well satisfied with the vessel, which has been completed in the short space of four months. The vessel is 32 feet long by 20 feet beam and will carry 200 tons of cement. The material is laid throughout, with strong iron knees and ample accommodation is provided for the crew. Another lighter of similar dimensions for the same Company, is on the stocks.

The works of Messrs W. S. Bailey and Coy. have a frontage of 50 feet to the deep water of Kowloon Bay, and are bounded in the rear by the main road to Kowloon City. The land was acquired by the firm only twelve months ago, since when the water front has been reclaimed, a sea wall built, and workshops erected and fitted with the most modern appliances for the efficient construction of small vessels and general engineering work.

The main building is a solid structure of brick, 200 feet long and 55 feet wide, with concrete floor and fitted with heavy steam hammer and tools. Two powerful blowers supply air to the iron and brass smelting furnaces, and the machinery is driven by a compound surface-condensing engine of the most economical type. Outside the main building are the boiler-maker's shop, copper-smith's shop, pattern shop, mould loft and store, with Manager's house and offices in course of construction. The firm launched, a few weeks ago, a smart steam launch, the 'Ida', for the Hongkong Steam Launch Coy., and have now four vessels undergoing construction. Two patent slips are shortly to be laid down.

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At Canton:—Stratford, Suisun; Aberdeen, none.

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## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
FORMOSA,  
Captain Hoggins, will be despatched for the above Port on THURSDAY, the 11th Inst., at Daylight.

For Freight or Passage, apply to  
DOUGLAS, LAUREN & Co.,  
General Managers.  
Hongkong, October 9, 1900. 2087

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
LONGSANG,  
Captain Wray, will be despatched as above on MONDAY, the 10th Inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, is fitted throughout with the Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, October 29, 1900. 2930

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAMSHIP FOR SINGAPORE, PENANG, CALUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, YUEN &amp; THIRISTE.

(Taking Cargo at through Rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, INDIA, YEMEN, and AFRICAN PORTS.)

THE Company's Steamship  
MATTEO BARBERIS,  
Captain A. Barberis, will be despatched as above on TUESDAY, the 10th Inst., at the Afternoon.

For information as to Passage and Freight, apply to  
SANDER, WIEBER & Co.,  
Agents.  
Hongkong, October 9, 1900. 2902

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
PATRICIA,  
Captain Thorne, will be despatched as above on TUESDAY, the 10th October.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, September 7, 1900. 1860

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
SUNGKANG,  
Captain Moon, will be despatched as above on WEDNESDAY, the 17th Inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin-screw Steamer.

A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 5, 1900. 2005

## SHEWAN, TOMES &amp; Co.'s NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
ANAPA,  
will be despatched for the above Port on or about 20th October, 1900.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, September 23, 1900. 1963

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
DOMENECUS,  
Captain Riley, will be despatched as above on TUESDAY, the 30th October.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, September 27, 1900. 1992

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
CHANGSHA,  
Captain Moon, will be despatched on MONDAY, the 12th November, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 4, 1900. 2055

## Shipping.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALUTTA.

THE Company's Steamship  
SUBANG,  
Captain Tabi, will be despatched as above on TUESDAY, the 10th Inst., at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, October 9, 1900. 2089

## THE OSAKA SHOSHEN KAISHA, LD.

## FOR SWATOW, AMOY &amp; TAMSUI.

THE Company's Steamship  
MAIDZURU MARU,  
Captain T. Otsu, will be despatched for the above Port on SUNDAY, the 10th Inst., at Daylight.

For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, October 8, 1900. 2975

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
CHANGSHA,  
Captain Moon, will be despatched as above on TUESDAY, the 23rd Inst.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 4, 1900. 2057

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TONKIN, PORT DAVEN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
CUTHBERT,  
Captain McArthur, will be despatched for the above Port on FRIDAY, the 20th Inst., at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

R.R. Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, October 5, 1900. 2061

## GLEN LINE OF STEAMERS.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
GLORY,  
Captain Danks, will be despatched as above on SATURDAY, the 27th October.

For Freight or Passage, apply to  
MCGREGOR BROS. & CO.,  
Agents.  
Hongkong, September 29, 1900. 2014

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY &amp; MELBOURNE.

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CHANGSHA,  
Captain Moon, will be despatched on MONDAY, the 12th November, at Noon.

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For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 3, 1900. 2013

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATUOHSON, TOPEKA AND SANTA FE RAILROAD CO.

FROM SAN FRANCISCO TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS, AND HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL AND SOUTH AMERICA, &c.

THE S.S. *Carle City* will be despatched for SAN DIEGO, and SAN FRANCISCO, via HONOLULU, KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 5, 1900. 2043

## Mails.

## PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEKING, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *BENGAL*, Captain S. BARNUM, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th October, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable Mail Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the following conditions of the Company's Bills of Lading.

For further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, September 28, 1900. 2013

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 22nd October, at 1 p.m., the Company's Steamship *LAOS*, Captain FLANDIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 21st October. Parcels not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, October 8, 1900. 2085

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

*Nippon Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), 30, at Noon.

*America Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), 30, at Noon.

*Hongkong Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), 18, at Noon.

THE Twin-Screw S.S. *NIPPON MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamers and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, October 4, 1900. 1908

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PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 22nd October, at 1 p.m., the Company's Steamship *LAOS*, Captain FLANDIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 21st October. Parcels not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, October 8, 1900. 2085

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

*Nippon Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), 30, at Noon.

*America Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), 30, at Noon.

*Hongkong Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), 18, at Noon.

THE Twin-Screw S.S. *NIPPON MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamers and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, October 4, 1900. 1908

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEKING, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *BENGAL*, Captain S. BARNUM, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th October, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable Mail Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the following conditions of the Company's Bills of Lading.

For further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, October 3, 1900. 2013

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

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G. DE CHAMPEAUX,  
Agent.  
Hongkong, October 8, 1900. 2085

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